

## SEWER AND DRAINAGE DISTRICTS

As pointed out in last year's report the growth and development of the rural districts in King County have made it essential that they be provided with the necessary sanitary utilities. Hundred of thousands of people live in the suburban areas adjacent to Seattle, known as the "Metropolitan District." It would seem that some arrangements should be made to enable them to enjoy such needed benefits in much the same manner as the road system has been developed. Without the motor vehicle or gas tax, the finances of the state and the counties would have been insufficient to carry on the program of highways as they exist today. For the same reason, without some enabling legislation, it will be impossible to properly solve the problem of sanitation, which is today more imperative than ever before, due to the increasing trend of population to the suburbs.

### PROPOSED LEGISLATION

Under the present laws the only means of financing the construction of sewer and drainage systems is by direct assessments against the property benefitted. Constituting a lien, this method tends to retard the growth and development of the community. A more satisfactory way to achieve the purpose is by the passage of what is generally known as the "Sewer Rental Law," which provides that payment for the improvements be made by those actually receiving the benefits, by means of rentals earned in the operation of the system. A further step in the right direction would be the creation of a "Metropolitan Sanitation Commission," providing for the consolidation of all sewer and drainage districts under the county commissioners so as to eliminate duplication and waste.

Demands on the part of residents of suburban localities for a correction of conditions caused the Board of King County Commissioners in 1938 to instruct the county engineer to draft suitable legislation. After months of study, and the compilation of data from other states, two measures were prepared (one for counties, the other for cities), based on laws in effect in thirty-five states and permitting the sale of revenue bonds for the financing of such districts. Meeting the requirements of the P. W. A. as to self-liquidating projects much assistance could be obtained from the federal government.

The proposed legislation for counties provides for the cost of construction, operation and maintenance of sewer and drainage districts, to be paid by revenues produced, preliminary costs, prior to establishment by majority vote to be covered by a general tax on the district. Drainage of state and county road systems would be paid out of the motor vehicle fund. To avoid haphazard design and construction, the county engineer would pass on engineering plans before contracts were awarded. There would be no assessments or taxes, except for preliminary expenses as mentioned above. Once the system was in operation, the use of private means of disposal would become unlawful, and all improved property would be required to utilize the service, paying a fee therefor. Unimproved areas would pay no fee until improved and connected with the system. Fees would be determined by the sewer commissioners to be elected by the district, and would be used to retire bonds issued by majority vote to finance construction.

The other proposed measure applies to all incorporated cities and towns. It broadens the 1931 statute which now refers only to fourth class communities, to include all classes. It permits two financial methods—one for the issuance of general bonds and the other for revenue bonds, and under either, fees would be charged for sewer service. Furthermore it provides for consolidation of city sewerage districts with those in counties adjacent thereto.

These measures were submitted to the legislature but failed to pass. Another attempt will be made at the next session, which it is hoped will result in success.

### SEWER AND DRAINAGE IN NORTH DISTRICT NO. 3

Due to the fact that some areas tend to drain into the City of Seattle, whereas others find their natural outlet in the opposite direction, two methods of handling the problem in the northern suburban territory have been evolved:

1. Connection with the City of Seattle system.
2. Formation of sewer and drainage districts.

#### Sewer Connections With Seattle System

Fortunately the north trunk sewer system of Seattle has sufficient capacity to accommodate county areas immediately adjoining, and in some cases even the lateral sewers have been designed to take care of a limited number of privately organized systems. Connection may be made on payment of a sum equivalent to the amount previously assessed for trunk sewers on a like area within the municipality, (generally about  $9\frac{1}{2}$  mills per square foot), in consideration of which the city maintains the community system.

Sewers built under these conditions include:

- |  |                   |
|--|-------------------|
| 32nd Ave. N. E. (E. 70th to E. 65th Sts.)— | completed in 1938 |
| 31st Ave. N. E. (E. 70th to E. 65th Sts.)— | “ “ 1939          |
| 30th Ave. N. E. (E. 70th to E. 65th Sts.)— | “ “ 1939          |

The county furnished the engineering and supervision of these projects and the W. P. A. supplied the labor.

#### Sewer and Drainage Districts

During 1939 two districts were established, being the first of this nature in King County to be ratified by the people. There is a growing demand for this facility throughout the thickly populated areas near Seattle, and it is quite likely that next year will see the institution of more such districts.

*North Beach District No. 2.* Officially known as Sewerage and Drainage Improvement District No. 2 of King County, the general boundaries are West 100th Street on the north, West 85th Street on the south, the Olympic Golf Course and 15th Avenue N. W. on the east, and 31st Avenue N. W. on the west, excluding certain portions where the terrain was considered too rugged for building purposes. On establishment of the district, the county commissioners appointed as special engineers the Hostmark Engineering Company, instructing the county engineer to assist in the preparation of plans for the improvement. Surveys and working plans were prepared in his office, and the cost of this work, \$3,184.00 is to be refunded to the county from the fee paid to the special engineers. The total estimated cost of the project is \$210,226.00, of which \$152,462.00 is to be furnished by the W. P. A., the balance to be borne by the property owners of the district.

*Richmond Beach District No. 3.* Officially known as Sewerage and Drainage Improvement District No. 3 of King County, it comprises an area of about eighty acres on the shores of Puget Sound about twelve miles north of Seattle. In accordance with the law the county commissioners appointed the county engineer as special engineer and supervisor of the district. Plans have been prepared and a project proposal has been submitted to the W. P. A. for federal approval, which

appears to be certain. The estimated cost is \$92,000.00 of which amount the W. P. A. has been asked to contribute \$67,000.00 in labor, the balance being furnished by the district. Out of county engineer funds \$1,553.90 has been spent in 1939.

*Oaklake District.* The boundaries as originally proposed were North 120th Street on the north, North 85th Street on the south, Fremont Avenue on the west and Meridian Avenue on the east. A study of the proposed improvement was made during 1939 at a cost of \$219.59 from engineer funds, and it was found that while the need for sewerage and drainage was great the natural outlet was into Seattle's trunk sewer at Green Lake, which, however, could not be utilized because at present there is no state law authorizing the city to deal with an organized sewerage and drainage district in the county. Hence the only way would be to provide artificial means by tunneling from Aurora to Greenwood Avenue, diverting the Oak Lake drainage to Pipers Canyon officially named in 1936 as Sewerage and Drainage Improvement District No. 1, but never formally organized due to lack of a majority in favor of it. Attempts are now being made on the part of certain residents of both regions to promote the formation of one large district to cover the entire area, and their effort appears promising.

*Ravenna District.* Immediately north of Seattle to East 85th Street, between 20th Avenue N. E. and 32nd Avenue N. E., this area drains into the city. It would therefore seem impossible to organize it into a sewerage and drainage district under existing state laws, as proves to be the case relative to the Oaklake community.

*15th Avenue N. E. District.* Extending north to about North 125th Street, between Meridian Avenue and Victory Way, a study of the problems involved has been undertaken by the county engineer from his funds, amounting to \$173.92. Its natural drainage being towards Lake Washington at Mathew's Beach, it appears likely that at least a portion of this area will soon be established as a sewerage and drainage district.

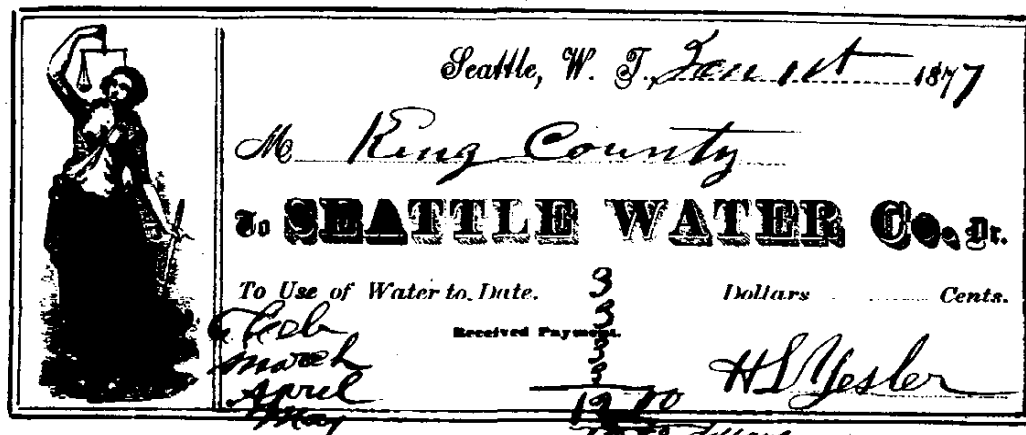
PIPERS CANYON  
DISTRICT

View of Drainage Ditch  
to be Eliminated by  
Formation of Sewer  
and Drainage District



## WATER DISTRICTS

The supply of water presented no problem to the early settlers, springs of pure sparkling water being everywhere. But as the city grew in population it became necessary to consider ways and means of conveying the water to the users. The first to do so was H. L. Yesler who in 1854 established the first water system in Seattle and King County. A legislative act in 1855 gave him and C. C. Terry the exclusive right to bring water in pipes into the city, permitting them the use of streets and alleys, and authorizing them to charge uniform rates for the service.



Yesler's water system drew its supply from a spring at a point on First Hill near 8th Avenue and Madison Street. The water was gathered in a tank built just north of Yesler Way between Third and Fourth Avenues and from there conducted to Yesler's Mill in an open V-shaped trough raised on poles, traffic passing underneath. This flume was extended in 1863 to Yesler's Wharf where those located thereon and boats tying up thereto were supplied with water. Eventually wooden pipe was used, consisting of six-foot sections of a twelve inch log with a two-inch hole bored by hand, the lengths being connected with wooden spigots. When the foundations for the L. C. Smith Building were excavated in 1913 a portion of this pipe with spigot was dug up, and found to be in a good state of preservation.

The second system was installed by Charles Plummer who obtained his supply from 6th Avenue South and Main Street. Then came Daniel Bagley, whose spring was located near 6th Avenue and University Street, and who served the territorial university and residents of that district. His was the first use of pipe, Yesler changing over much later. In 1876 A. A. Denny tapped a spring in the hill near 8th Avenue and Union Street, and brought water down to First Avenue then north to Pike Street to the coal wharf. By 1881 there were six systems in operation, when the Spring Hill Water Company (eventually to become the largest) received its franchise. At first getting its supply from springs on the west side of First Hill, five years later they were pumping water from Lake Washington into a reservoir at 13th Avenue South and Holgate Street. In 1882 the Union Water Company laid 4,000 feet of mains to serve the south slope of Queen Anne Hill from a source on the Mercer claim. By 1884 the Spring Hill concern bought out the James McNaught plant and was supplying the central district north of King Street from the waterfront to Fourth Avenue and the Lane and Dearborn Street areas. Yesler and Terry were serving the lower business district, Denny and McCoombs the Union Street neighborhood. The Union Water Company's territory covered North Seattle and

Lake Union including the southern portion of Queen Anne Hill. Harrington and Smith operating the William Coppin plant with works at Terry Avenue and Columbia Street, supplied the First Hill. By 1889 including all these, the Sturtevant system and the Georgetown Company, there were some thirty private systems functioning, of which number the Spring Hill Company had acquired many, including Yesler's.

The failure of the water supply during the fire of 1889, the growth of the city and the advantage of merging the smaller systems, all proved to be strong arguments for a city-owned plant. Therefore in 1890 the city purchased the Spring Hill Water Company, increasing the pumping capacity. Then followed the Union Water system in 1891 the Coppin plant, Dexter Horton & Company's in 1899. Ballard in 1907, Rainier Valley and Columbia in 1908. Georgetown and the Fairmont (West Seattle) in 1910, the last being the spring operated by the West Seattle Land and Improvement Company, acquired in 1911.

With the continued development of Seattle the existing sources of the city's water supply would soon prove insufficient. As early as 1888, Robert Moran then mayor, recommended the investigation of a gravity system, which was surveyed and reported on by John G. Scurry, City Engineer, with the suggestion that Rock Creek, a Cedar River tributary be tapped. Next year a bond issue of \$1,000,000 was voted to build the system, but since the bonded indebtedness would exceed the debt limit, nothing could be done. In 1891 another report was rendered by Benezette Williams, a nationally known hydraulic engineer, who favored a Cedar River system to cost about \$1,700,000. When R. H. Thomson became City Engineer in 1892 it was discovered that money to build the improvement could be raised by the sale of warrants, redeemable from water receipts, and that this would not increase the bonded indebtedness. After quite a struggle against private forces that wanted a franchise for themselves, the people voted in favor of city-owned works. Contract for Pipe Line No. 1 was let in 1899 at a cost of \$1,250,000 and water delivered to the city in 1901. Pipe Line No. 2 costing \$2,250,000 was let in 1908 and finished the next year. Pipe Line No. 3 from Ginger Creek to the city was let in 1922 at a total cost of \$2,000,000. In addition to the pipe lines, dams were built, Lake Youngs converted into an impounding basin, tunnels constructed leading to it and control works erected, bringing the value of the entire City Water Plant, including the original purchase of the Spring Hill Water Company and others up to about \$20,000,000.

As yet no legal provision was made for counties or residents thereof to organize for their water supply. Individuals used convenient springs or had to dig their own wells, in many instances a very costly proceeding. It was only in 1913 that a statute was passed authorizing the establishment of water districts on petition of 25 per cent of the landowners, and after a majority vote in favor thereof, at which time three water commissioners were chosen. The district's powers included the acquisition of land by purchase or condemnation, and the construction and maintenance of water works for all uses but irrigation. To finance the improvement the water commissioners were empowered to issue bonds by a majority vote, which was also necessary to levy special assessments for the formation of local improvement districts within their territory. However it took only 25 voters to petition for the enlargement of the district. In 1927, an enactment prevented the establishment of a district if 25 per cent of the residents were against it, and two years later dissolution under certain rules and regulations was provided for on petition of 25 per cent of the people. In 1933 legislation decreed that on a majority vote the water commissioners might convey the district's system to the city supplying them with water, provided the bonded and other indebtedness was paid. The original act of 1913 authorizing all uses, excepting irrigation, and one of the most necessary being that of fighting fire, a law was passed in 1937 permitting the purchase of equipment for that purpose by majority vote of the residents, and in 1939 another statute provided for a comprehensive plan including fire hydrants, with a vote to be taken as to the manner of financing construction and maintenance.

Pursuant to this legislation sixty-one districts have been formed in all parts of the county since 1916, of which number only thirty are still operating. Franchises have also been issued since 1910 to 123 private individuals and groups (nine during 1939), but only about fifty of them are still in existence, many having transferred their rights to the City of Seattle. The others have become inoperative through dissolution, disincorporation or insolvency. This heavy mortality is due to two things; first, excessive organizational and construction expense and second, indifferent or poor management. Considering each district and water company as an isolated unit, each has the full problem of financing, construction and operation, often without the benefit of technical experience. Only a few manage to be self-sustaining, while others are unable to pay interest on their bonds.

To bring about the economical operation of the water system in King County, it has been proposed that the assets and liabilities of the independent water districts be taken over by a "Metropolitan Water Commission" to be placed in charge of the Board of County Commissioners, as the head of county government. Regularly elected or appointed county officials would serve without additional pay as engineering, legal, financial and auditing advisors. Construction would follow engineering designed to take care of the future growth of the districts all according to a uniform and unified pattern. Operation under a central body would eliminate the unnecessary expense and duplication of work inherent in a multiplicity of offices, without injury to the service or to the consumer, and would result not only in lower, but in uniform rates throughout the county. Maintenance, if centralized, would be more efficient, and would also tend to lower costs, and thus create lower rates.

An exhaustive survey of all water districts was made, at a cost of \$797.55 from the County Engineer's budget, and a report issued on August 22nd, 1939. Space does not permit details to be given in this publication excepting to mention that financing and construction costs were found in most instances to be excessive; that water district officials were in the main not experienced enough to provide honest, efficient and proper management; that the per capita cost for the installation of equipment to secure the water, before using even a drop of it, has been approximately \$375.00; that much of the physical equipment, often originally inadequate, has deteriorated rapidly and is in poor condition; that the bonded and warrant indebtedness has reached a staggering figure, with about 20 per cent of it in default. The conclusion reached in this survey is "that a plan must be evolved looking toward their (the districts) simplification and unification under a central authority, such plan to be incorporated in a carefully drawn bill for the consideration of the state legislature at its next regular session." It is further stated that "the proposal would involve the county taking over the water districts, together with their assets and liabilities, with the view of saving costly legal and engineering expense, which services the county might well perform as part of its routine; reducing interest under a refinancing plan, paring operating costs under central control, and achieving a long-range development impossible under existing statutes."

### EXPENDITURES—COUNTY-ORGANIZED WATER DISTRICTS (1916-1939 Inclusive)

County disbursements since 1916 include salaries, construction, maintenance, and interest on bonds and warrants. W. P. A. contributions in labor are not shown in this table, but are estimated below.

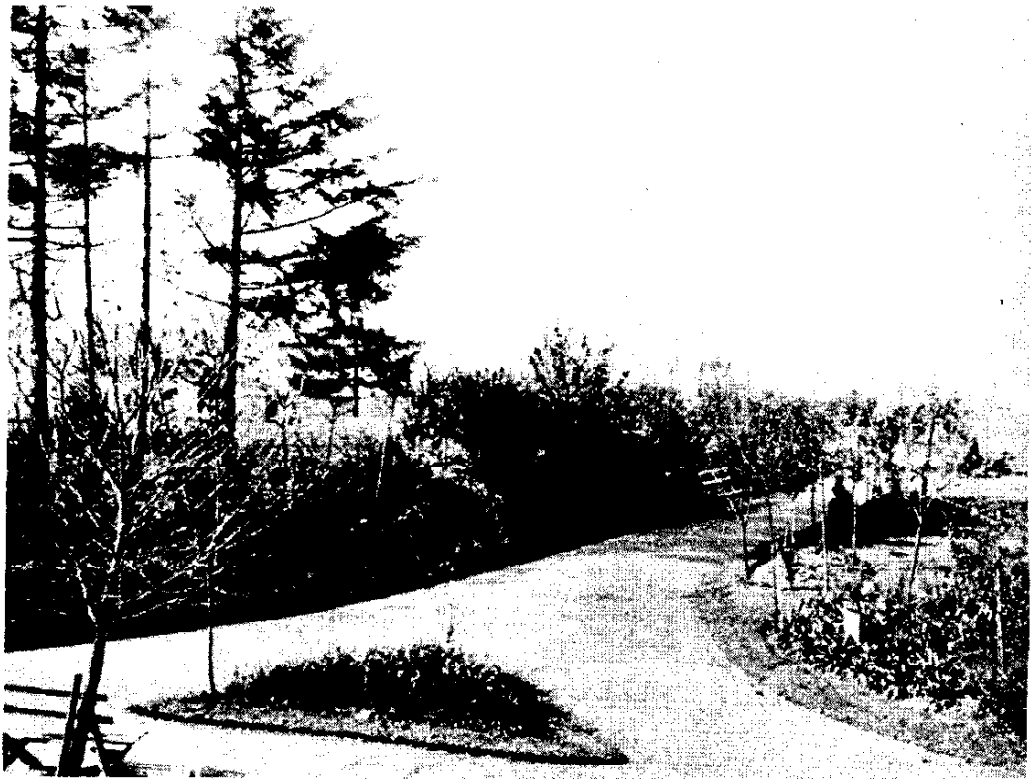
District No.	Years	Amount
1.....	1916-1939	\$ 18,367.33
2.....	1916-1938	14,806.90
3.....	1917-1939	194,466.68
4.....	1917-1939	164,611.49
5.....	1920-1921	371.18
7.....	1920-1939	929,644.25
8.....	1921-1922	2,028.50
9.....	1921-1939	44,821.31
13.....	1925-1939	120,975.94
14.....	1924-1939	74,459.95
15.....	1925-1939	29,347.06
17.....	1925-1939	78,180.23
19.....	1926-1939	36,840.95
20.....	1926-1939	406,418.78
22.....	1926-1939	36,530.50
23.....	1927-1939	62,696.64
24.....	1926-1936	8,411.60
25.....	1927-1939	66,388.37
26.....	1927-1929	362.90
28.....	1929-1931	617.00
34.....	1932-1939	2,578.22
35.....	1931-1939	48,823.43
38.....	1931-1939	84,170.77
40.....	1938-1939	124.19
42.....	1932-1939	203,863.46
43.....	1932-1939	43,954.85
45.....	1932-1939	19,215.63
49.....	1934-1939	143,561.44
52.....	1936-1939	4,082.45
53.....	1938-1939	22,631.50
54.....	1938-1939	37,929.60
56.....	1939	460.16
57.....	1939	384.77
58.....	1939	402.02
59.....	1939	7,500.00
61.....	1939	800.33
General.....	1916-1933	13,124.20
TOTAL EXPENDITURES .....		\$2,923,954.58
AVERAGE PER DISTRICT PER YEAR .....		\$ 6,790.15

### ESTIMATED EXPENDITURES ORGANIZED AND PRIVATELY-OPERATED WATER DISTRICTS (1910-1939 Inclusive)

County-Organized Districts, as above.....	\$ 2,923,954.58
W. P. A. Labor, 1933-1939 Inclusive (Estimated).....	13,047,796.08
Privately-Operated Districts (Estimated).....	2,440,005.59
GRAND TOTAL.....	\$18,411,756.25

## PUBLIC WORKS—PARKS—PLAYGROUNDS

The first parks in King County were in Seattle, and the first park in Seattle had its beginnings in a cemetery. For in 1864 Mr. and Mrs. D. T. Denny donated to the city five acres to be used as a burial ground. In 1876 removal was made to another cemetery, the ground reverting to the Dennys who eight years later again presented the tract to the city calling it Denny Park. In 1887 Guy C. Phinney laid out 286 acres as Woodland Park, which the city purchased for \$100,000.00. and in the same year George Kinnear donated a 14-acre tract on Queen Anne Hill known as Kinnear Park. By 1887 the city was also developing forty acres on a ridge half way between the bay and Lake Washington. First known as Lake View Park, then City Park, it was in 1901 called Volunteer Park at the suggestion of J. Willis Sayre, in honor of the First Washington Infantry Volunteers recently returned from the Philippines. Next in the development of the city park system in the 1890's were those areas promoted by the street car companies at the end of their lines, to increase the passenger load. Among these were Madison, Leschi, and Madrona Parks, all later acquired by the city. Ravenna in 1900 was Seattle's eighth park. Others since added by donations from J. M. Frink, Charles Cowan, Ferdinand Schmitz, etc. bring the total to about fifty parks administered by a Board of Park Commissioners.



DENNY PARK IN 1902

In the county, development of parks was never considered to be essential, probably because of the large uninhabited areas that existed. However, the authorities came to the realization of the dangers inherent in a situation where children had to play in vacant lots and enacted a statute in 1937 giving counties authority to acquire by purchase, gift, dedication or donation, camping, scenic-view and recreational sites and parks for public use and enjoyment. Counties were also empowered to make the necessary rules and regulations for the use of such areas, and to provide for their care, maintenance and upkeep.



Pursuant thereto Resolution No. 6725 was passed on January 10th, 1938, providing in the county budget for a public works, parks and playgrounds department. On the same day the county commissioners placed this newly created division under the supervision of the county engineer, and named as park superintendent Archie Phelps for South District No. 2 and H. B. Hartzell for North District No. 3. These officials are the agents of County Commissioners Jack Taylor and Tom Smith, respectively, in their dealings with communities wishing to secure parks or other recreational facilities.

In carrying out the provisions of this act, King County has devoted its resources to the improvement of recreational centers and community buildings to provide supervised play areas and facilities for children, as well as meeting rooms and assembly halls for community functions and activities. No special effort is being made in the development of scenic areas, because the national park service and the state park department have provided on a large scale for the preservation of such scenic spots.

In proceeding with the development of these recreational areas, cooperation with the communities to be benefitted, the W. P. A. and the county engineer's office, results in a project along these lines:

1. Rural centers of population scarcely are found to have the necessary funds to provide community facilities, but generally there are available either as public domain or as a donation from private citizens or groups, land which could be utilized for this purpose. The first step, therefore, has been for the community through its appointed park committee, to deed the available site to the county for park and recreational purposes. Before proceeding with the next step, however, the county engineer's office should check such deeds against the assessor's plats, since the county does not have title insurance or abstracts on all such property. It also seems advisable that the property should be mapped and staked out in the field. Moreover, some parks will require a topographic survey to establish proper grades for drainage and ground elevation for improvements.

2. Next is the establishment of the parks, by resolution of the county commissioners, each bearing an official county number; after which comes the preparation of the project by the public works, parks and playgrounds department. This is generally worked out in cooperation with the community park committee, and then submitted to the federal authorities for approval.

3. The financing of the project is next to be considered. The county assists to the extent of approximately twenty-five per cent, the balance coming from the W. P. A. which furnishes the necessary labor from the unemployed in the community to be benefitted.

4. When approved by the W. P. A., surveys are made and plans prepared by licensed architects and engineers in the office of the county engineer. On approval construction is carried on jointly between the park commissioners and the county engineer's staff, the W. P. A. furnishing the labor, materials being supplied by the county or by donation from community groups. In the beginning some confusion existed in the matter of construction, due to the fact that plans could not be prepared as fast as the jobs were started by the W. P. A. This difficulty is now being eliminated and no new projects are started without having complete plans and details available. These plans should be religiously followed under competent supervision, and if any changes are necessary, they should be approved by the district supervisor, and the engineer, who should see that the plans are corrected. This essential will become more obvious in later years when repairs and alterations to buildings are necessary.

5. After construction comes the maintenance and supervision of the community center. This is a function of the public works, parks and playgrounds department, with the recommendations of, and on consultation with the local park committee.

Headquarters for the South District have been established at White Center and for the North District at Kirkland. The South District erected a sawmill at Cumberland and the North District at North Bend. Both moves make for better supervision and greater economy in construction costs. In fact the operation of the sawmills, while necessitating a small cash outlay results in King County as sponsors, receiving credit from the W. P. A. at current prices for the lumber produced, and makes such projects more attractive to the W. P. A. authorities.

## OPERATIONS—SOUTH DISTRICT NO. 2

Work continued on many of the park areas during 1939, the most important of which are here described, the balance being listed in the table below. Engineering and other technical assistance entailed an expenditure of \$910.22 from county engineer's funds.

*Des Moines Park No. 1.* Established in 1937, the grounds were cleared in 1938, and this year the erection of the field house was the major improvement. Of log construction and a concrete basement, it measures 50x135 feet with a large sized gymnasium floor, stage and kitchen. By the end of the year it was about 80 per cent complete, and by midsummer of 1940 it is expected to be turned over to the community. The five acres of land surrounding the clubhouse have been landscaped, the tennis courts, baseball field and a large grandstand have been built. Expenditures to the end of 1939 from county funds have been \$10,928.62 for which the county has received a sponsors credit of \$24,300.00 due to lumber and other equipment supplied. The W. P. A. has furnished labor in the amount of \$52,800.00 to date.

*White Center Park No. 4.* In 1938 only about 20 per cent of the land was cleared. This was finished in 1939, and the field house at the end of the year was nearly 40 per cent complete. It is of half log construction, with a full concrete basement 50x135 feet and includes a large gymnasium floor, stage and kitchen. A baseball field with grandstand is nearing completion. Other improvements scheduled for 1940 are the installation of playground equipment, tennis courts, outdoor kitchens and comfort stations. Total cost to date from county funds amounts to \$7,796.61 for which sponsors credit was received for \$20,300.00. W. P. A. contribution in labor came to \$43,000.00.

*Enumclaw Park No. 13.* Although officially established by Resolution No. 7190 dated January 9th, 1939, grubbing and grading was, nevertheless, completed in 1938. During 1939 work proceeded on the fieldhouse, which is approximately 50 per cent complete, is of half log construction, with full concrete basement, 50x135 feet, and has a large gymnasium floor, a stage and kitchen. A football field and grandstand are ready for use, and a baseball field with a grandstand is under construction. In addition a nine-hole golf course is being built, as well as one of the finest youth camps in the country. Still to be erected are fifty log cabins, and a dam and power plant. Two swimming pools, a double tennis court and other playfield equipment are yet to be installed. Cost to date from county funds is \$23,461.06, amounting to a sponsor's credit of \$68,600.00, with the W. P. A. expenditure in labor running to \$120,000.00.

No work was done in 1939 on the Farmers Picnic Grounds, Bryn Mawr, Muckleshoot Indian Reservation and Arbor Heights. A review of the projects on which something was accomplished during the past year follows:

Location and Work Done	King County Expense For 1939	King County Cost to 12-31-39	W.P.A. Cost to 12-31-39	Total Cost to 12-31-39
Des Moines Park No. 1— See above .....	\$ 6,045.97	\$ 10,928.62	\$ 52,800.00	\$ 63,728.62
Enumclaw Park No. 13— See above .....	17,604.96	23,461.06	120,000.00	143,461.06
White Center Park No. 4— See above .....	7,796.61	7,796.61	43,000.00	50,796.61
Vashon Island Park No. 2— Upkeep and general repair .....	499.13	553.17	.....	553.17
Lake Burien Park No. 3— Began grading, drainage, baseball field and bleachers .....	41.07	41.07	2,000.00	2,041.07
Southern Heights— Remodel old building .....	677.58	677.58	.....	677.58
Riverton Heights— Remodel old building .....	877.72	915.20	.....	915.20
Ravensdale Park No. 5— Clearing and grading .....	.....	.....	2,000.00	2,000.00
TOTALS .....	\$ 33,543.04	\$ 44,373.31	\$219,800.00	\$264,173.31

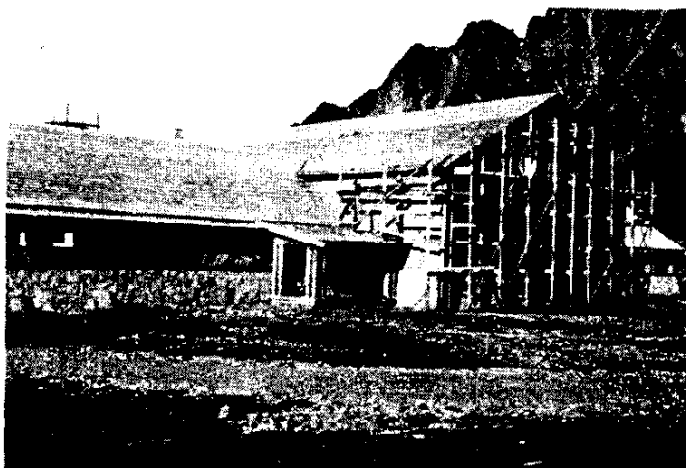
ENUMCLAW  
CLUBHOUSE  
Almost Completed



DES MOINES  
CLUBHOUSE  
Practically  
completed



OPERATIONS—NORTH DISTRICT NO. 3



NORTH BEND  
CLUBHOUSE  
In Progress



HIGHLAND PARK  
CLUBHOUSE  
Nearing Completion



PRESTON  
CLUBHOUSE  
Completed project

## OPERATIONS—NORTH DISTRICT NO. 3

No work was done in 1939 on Fall City Recreational Center No. 14, Medina Park No. 18 (which has been abandoned), Haller Lake Park (in abeyance on account of an injunction), Golden View Beach, Bellevue Camp Site, Grotto Park, Ravenna Park, Aurora Park (established in 1939 at Aurora Avenue and 92nd Street), Tolt Park, Houghton Park, and Lago Vista Center (abandoned). Accomplished during the year, including purchase of locations was the following, from park funds. From the county engineer's budget, engineering and other technical assistance was rendered to the extent of \$1,592.24.

Location and Work Done	King County Expense For 1939	King County Cost to 12-31-39	W.P.A. Cost to 12-31-39	Total Cost to 12-31-39
Meydenbauer No. 6, Roanoke No. 7, Cyde No. 9—Completed as one project in 1938. Small cleanup in 1939 .....	\$ 13.46	\$ 1,790.25	\$ 8,950.00	\$ 10,740.25
Lake City Beach No. 8— Completed in 1938, cleanup 1939.....	91.70	537.22	7,607.00	8,144.22
Haller Lake Playfield No. 10— Completed in 1938 .....	.....	108.15	4,313.00	4,421.15
Preston Park No. 12— Clubhouse, tennis courts, and landscaping in 1939 .....	3,469.65	4,591.81	18,799.00	23,390.81
Fall City Park No. 14— Expended in 1938.....	.....	382.99	.....	382.99
North Bend Park No. 11— Clubhouse and swimming pool 75 per cent completed .....	10,038.77	14,716.63	31,841.00	46,557.63
Highland Park No. 15— Clubhouse 80 per cent completed.....	5,928.24	5,978.24	26,466.00	32,444.24
Kirkland Park No. 16— Grading, landscaping and clubhouse 35 per cent complete .....	11,014.91	11,102.41	29,000.00	40,102.41
Hamlin Park No. 17— Superseding project for completion in 1940	963.00	1,677.52	17,257.00	18,934.52
Chesterfield Park— Expended in 1938, 85 per cent complete .....	.....	297.02	2,477.00	2,774.02
Victory Heights Park— Completed in 1939 .....	1,854.89	3,313.15	20,334.00	23,647.15
Haller Lake Park— Expended in 1938 .....	.....	407.16	.....	407.16
Grotto Park— Expended in 1938 .....	.....	204.20	.....	204.20
Skykomish Park— Superseding project for completion in 1940 .....	799.59	1,182.58	.....	1,182.58
Factoria Park— 20 per cent complete .....	698.49	735.99	.....	735.99
Ravenna Park— Property secured .....	105.59	105.59	.....	105.59
Aurora Park— Property secured .....	336.27	336.27	.....	336.27
Tolt Park— Property secured 1938 .....	.....	45.00	.....	45.00
Houghton Park— Property secured .....	37.43	37.43	.....	37.43
Duvall Park— Work continued in 1939 .....	411.46	585.39	.....	585.39
Golden View Beach— Little work in 1939 .....	60.20	60.20	.....	60.20
<b>TOTALS</b> .....	<b>\$ 35,823.65</b>	<b>\$ 48,195.20</b>	<b>\$167,044.00</b>	<b>\$215,239.20</b>

## ACCOUNTING

A central accounting system for the road districts under Chief Accountant Sam Emmanuel is maintained in the county road engineers office, where record is kept of all expenditures made from district funds, and from county road, river improvement, parks and playgrounds and fire patrol funds. Monthly reports of activities are submitted to the road district commissioners, and the county road engineer.

Under the direction of Chief Clerk Harold Laufer, besides personnel records and administrative routine, all accounting is carried on in connection with disbursements in the county road engineers office from the funds in the engineers and wharves budgets, and from the county road fund.

## GENERAL ACCOUNTING

Disbursements of the two districts are carefully analyzed, vouchers for payment prepared, and entries made as to classification of projects and type of expenditure. This requires the use of some forty-one different forms throughout the county. Purchase of equipment, materials and supplies, is made on requisition and carefully checked before the payment of any invoice is authorized. Equipment is appraised yearly for the guidance of the commissioners as to disposals and replacements, detail of which is shown elsewhere in this report. A Stores Account is maintained for recording materials and supplies. Expenditures from funds administered by the chief accountant totaled \$1,555,331.02, analyzed in various accounts as shown.

## ANALYSIS OF COUNTY ROAD FUND—1939

CLASSIFICATION	District No. 2		District No. 3		Total	
	Amount	Percent	Amount	Percent	Amount	Percent
Construction .....	\$191,547.88	29.37	\$250,430.13	40.77	\$ 441,978.01	34.90
Maintenance .....	401,913.46	61.63	297,279.77	48.40	699,193.23	55.21
Administration .....	41,268.33	6.33	39,174.54	6.38	80,442.87	6.35
Bond Redemption .....	17,417.09	2.67	27,372.20	4.45	44,789.29	3.54
TOTALS.....	\$652,146.76	100%	\$614,256.64	100%	\$1,266,403.40	100%

## STORES ACCOUNT—1939

	District No. 2		District No. 3	
	Amount	Total	Amount	Total
Inventory January 1, 1939 .....	\$ 19,766.70		\$ 17,677.57	
Purchases and Labor, 1939 .....	36,597.64	\$ 56,364.34	67,495.22	\$ 85,172.79
Withdrawals:				
County Road .....	34,348.04		64,329.83	
River Improvement .....	1,492.18		1,670.28	
Fire Patrol .....	60.52		358.85	
Parks and Playgrounds .....	740.73		3,728.59	
Sales to outsiders .....		36,643.47	7,447.20	77,534.75
Book Inventory, December 31, 1939.....		\$ 19,722.87		\$ 7,638.04
Both Districts.....\$27,360.91				

## ANALYSIS OF ALL EXENDITURES FROM DISTRICT FUNDS—1939

CLASSIFICATION	COUNTY ROAD FUND			RIVER IMPROVEMENT			PUBLIC WORKS, PARKS AND PLAYGROUNDS			FIRE PATROL			TOTALS		
	District 2	District 3		District 2	District 3		District 2	District 3		District 2	District 3		District 2	District 3	
Clerical .....	\$ 17,014.14	\$ 16,696.09		\$ 3,174.56	\$ 2,869.00		\$ 1,899.67	\$ 1,723.35		\$ .....	\$ .....		\$ 22,088.37	\$ 21,288.44	
Labor .....	218,916.14	157,204.69		29,931.81	51,640.93		5,982.14	3,314.18		5,196.56	5,192.02		260,026.65	217,371.82	
Supervision .....	43,828.52	39,820.99		8,728.30	5,082.20		5,215.25	6,780.00		.....	.....		57,772.57	51,683.19	
Materials .....	126,012.01	211,436.71		7,064.33	1,523.39		12,740.69	10,311.96		.....	.....		145,817.03	223,272.06	
Supplies .....	68,769.96	50,006.70		10,130.41	13,047.52		8,185.56	7,116.38		704.19	755.62		87,790.12	70,926.22	
Equipment Rental .....	10,583.48	13,379.28		4,563.80	9,152.70		4,257.70	1,092.36		701.06	315.00		20,106.04	23,939.34	
Equipment Repair .....	112,429.35	74,191.35		13,870.40	11,476.52		408.17	3,446.90		.....	448.19		126,707.92	89,562.96	
Equipment Purchase .....	4,850.55	3,636.42		10,295.14	1,284.14		2,117.59	1,942.15		3,318.36	3,311.75		20,581.64	10,174.46	
Ind. Ins. and Medical Aid .....	3,997.71	2,909.68		524.24	743.27		154.79	153.87		91.68	71.24		4,768.42	3,878.06	
Location .....	12,144.73	8,903.26		.....	991.67		.....	.....		.....	.....		12,144.73	9,894.93	
Construction .....	1,829.33	7,164.91		.....	.....		.....	1,752.18		.....	.....		1,829.33	8,957.09	
Engineering .....	14,353.75	1,534.36		.....	.....		425.00	3,647.23		.....	.....		14,778.75	5,181.59	
Right of Way .....	17,417.09	27,372.20		.....	.....		.....	.....		.....	.....		17,417.09	27,372.20	
Bond Redemption .....	.....	.....		.....	.....		.....	.....		.....	.....		.....	.....	
TOTALS .....	\$652,146.76	\$614,256.64		\$ 88,283.49	\$ 97,811.34		\$ 41,386.56	\$ 41,340.56		\$ 10,011.85	\$ 10,093.82		\$791,828.66	\$763,502.36	
TOTALS BOTH DISTRICTS .....	\$1,266,403.40			\$186,094.83			\$82,727.12			\$20,105.67			\$1,555,331.02		

## OFFICE ACCOUNTING

The operating expense of the county road engineer's office includes the cost of engineering, supervision and inspection of construction projects financed from the county road fund; construction and maintenance of county wharves; engineering in relation to flood control operations and parks and playgrounds; supervision of W. P. A. projects; etc.

### ENGINEERS OFFICE EXPENDITURES (1894 to 1939 Inclusive)

These figures are taken from the county auditor's yearly reports. Prior to 1894 no particular record was kept of fees and expenses of the surveyor. Between 1894 and 1900 the surveyor and his aides worked on a per diem basis, and had no fixed budget or salary. Up to 1910 while that official's fees (later his salary) and his office expenses were consolidated in one account all costs relating to preliminary road surveys were recorded separately. It was only beginning in 1910 that the county engineer operated on a budget to which was charged all items of engineering. The amounts tabulated herein were compiled from all sources in the auditor's reports which were related to the present functions and duties of the county engineers office.

Year	Amount	Year	Amount	Year	Amount
1894 .....	\$ 2,310.09	1911 .....	53,911.48	1928 .....	138,543.72
1895 .....	2,901.19	1912 .....	56,786.06	1929 .....	138,045.66
1896 .....	5,073.54	1913 .....	54,282.98	1930 .....	144,188.75
1897 .....	3,800.89	1914 .....	68,273.07	1931 .....	138,556.90
1898 .....	5,970.40	1915 .....	60,757.83	1932 .....	126,824.23
1899 .....	5,097.27	1916 .....	67,771.64	1933 .....	100,363.25
1900 .....	5,291.30	1917 .....	94,608.92	1934 .....	84,940.36
1901 .....	6,462.10	1918 .....	96,264.30	1935 .....	103,680.50
1902 .....	6,391.13	1919 .....	120,818.02	1936 .....	104,063.25
1903 .....	14,672.67	1920 .....	141,081.97	1937 .....	130,318.05
1904 .....	24,491.38	1921 .....	119,353.20	1938 .....	102,512.98
1905 .....	26,074.78	1922 .....	103,747.80	1939 .....	102,517.05
1906 .....	29,951.41	1923 .....	109,015.23		
1907 .....	36,223.63	1924 .....	103,194.20	TOTAL	\$3,316,221.68
1908 .....	44,639.26	1925 .....	113,140.56		
1909 .....	46,238.55	1926 .....	118,534.16	Yearly Average	\$ 69,087.95
1910 .....	39,758.59	1927 .....	114,777.38		

AVERAGE FOR PAST TEN YEARS.....\$113,796.53

### ANALYSIS OF EXPENDITURES—ENGINEER'S OFFICE—1939 (Source of Funds and Classifications of Expenditures)

Classification	Engineer's Office	County Wharves	W.P.A. Sponsor's	County Road	River Imp.	Totals
Salaries .....	\$ 82,169.50	\$ .....	\$ 10,647.63	\$ 66,931.91	\$ 991.67	\$160,740.71
Ind. Ins.-Med. Aid .....	770.67	241.95	108.98	639.57	10.70	1,771.87
Sundry .....	5,558.33	.....	.....	.....	.....	5,558.33
Postage .....	226.00	.....	.....	.....	.....	226.00
Transportation .....	4,098.41	347.15	1,399.33	305.73	.....	6,150.62
Motor Vehicle Oper. & Maint. ....	6,913.00	896.07	.....	.....	.....	7,809.07
Materials-Supplies .....	.....	18,853.48	843.44	.....	.....	19,696.92
Wharf Labor .....	.....	21,297.22	.....	.....	.....	21,297.22
Testing Lab. Equip .....	377.83	.....	.....	.....	.....	377.83
Capital Outlay .....	1,997.53	999.85	.....	.....	.....	2,997.38
Tools & Equip. ....	533.43	.....	.....	.....	.....	533.43
Wharf Insurance .....	.....	154.34	.....	.....	.....	154.34
TOTALS—1939	*\$102,644.70	\$ 42,790.06	\$ 12,999.38	\$ 67,877.21	\$ 1,002.37	\$227,313.72
TOTALS—1938	\$102,512.98	\$ 38,788.18	\$ 20,023.59	\$ 66,751.08	\$ .....	\$228,075.83

\*Total in county auditor's report is \$102,517.05, the difference being due to lapse of time between the two offices.



**ANALYSIS OF EXPENDITURES—NON-ROAD PROJECTS—ENGINEER'S OFFICE—1939**  
*(Including all Engineer's Funds, Except County Road and Wharf)*

NATURE OF PROJECT	FIELD EXPENDITURES		OFFICE EXPENDITURES			GRAND TOTAL
	Salaries & Ind. Ins.	Transportation & Supplies	Total	Salaries & Ind. Ins.	Transportation & Supplies	Total
<b>ENGINEERING</b>						
<i>Flood Control</i>						
Snoqualmie River .....	\$ 1,116.56	\$ 160.63	\$ 1,277.19	\$ 458.93	\$ 10.43	\$ 469.36
Raging River .....	2,226.01	203.75	2,429.76	65.36	11.04	76.40
Tolt River .....	1,859.14	158.27	2,017.41	473.10	10.08	483.18
Sammamish River .....	64.48	7.48	71.96	100.37	8.73	109.10
Issaquah Creek (East Fork) .....	356.25	59.55	415.80	88.23	.87	89.10
<i>Drainage</i>						
Cottage Lake .....	198.72	18.78	217.50	152.40	2.16	154.56
General .....	179.75	4.95	184.70	88.62	16.06	104.68
<i>Sewer and Drainage Districts</i>						
North Beach No. 2 .....	1,772.58	85.00	1,857.58	1,277.28	49.14	1,326.42
Richmond Beach No. 3 .....	312.01	27.53	339.54	1,183.97	30.39	1,214.36
Oak Lake .....	.....	.....	.....	216.01	3.58	219.59
General .....	.....	.....	.....	391.77	59.52	451.29
<i>W. P. A. Projects</i>						
Boeing Field .....	1,981.42	104.97	2,086.39	1,000.55	618.36	1,818.91
Triangulation Survey .....	525.00	1,870.58	2,395.58	31.48	843.94	875.42
<i>Parks and Playgrounds</i>						
District No. 2 .....	390.23	44.54	434.77	359.59	115.86	475.45
District No. 3 .....	640.64	65.77	706.41	755.39	130.44	885.83
<i>General</i>						
Docks and Wharves .....	361.61	83.10	444.71	53.04	8.22	61.26
Plats .....	308.61	35.48	344.09	761.08	88.32	849.40
General Map Work .....	.....	.....	.....	2,303.97	954.56	3,258.53
Water Districts .....	.....	.....	.....	641.17	156.38	797.55
Miscellaneous .....	208.17	14.89	223.06	111.02	57.87	168.89
<b>TOTAL ENGINEERING .....</b>	<b>\$ 12,501.18</b>	<b>\$ 2,945.27</b>	<b>\$ 15,446.45</b>	<b>\$ 10,513.33</b>	<b>\$ 3,375.95</b>	<b>\$ 13,889.28</b>
<b>TOTAL ADMINISTRATION .....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>46,326.64</b>	<b>5,760.54</b>	<b>52,087.18</b>
<b>TOTAL COST NON-ROAD PROJECTS .....</b>	<b>\$ 12,501.18</b>	<b>\$ 2,945.27</b>	<b>\$ 15,446.45</b>	<b>\$ 56,839.97</b>	<b>\$ 9,136.49</b>	<b>\$ 65,976.46</b>
						<b>\$ 81,422.91</b>